

City of Portland
Pedestrian Advisory Committee

July 21~~st~~th, 2020
6:00 – 8:30 PM

Committee Members:	Alternate Members:
Brian Landoe Patricia Jewitt* Evelyn Ferreira* Matthew Hall* Kenzie Woods* Josh Channell* Tiel Jackson* Josh Roll Ashley Schofield Kevin Glenn* Zoe Klingmann* Matthew Cramer Hanna Osman Mark Raggett* Rebecca Sanders* Autumn Schaefer*	

* Indicates committee members in attendance // + Indicates committee member excused

Staff Present: Michelle Marx, Owen Slyman

Special Guests and Speakers:

6:00-6:05: How to use Zoom for Public Meetings (5 min)

6:05-6:30: Hot Topics/Updates and Announcements/Committee Business (25 min)

A meeting attendee who serves as chair of the Pedestrian Advocacy Coalition presented a letter to the PAC that they had written along with several other Coalition members. They explained that there are fewer people who are blind who feel safe walking because they experience being nearly missed and even hit outright by vehicles. The letter asked for the PAC's support for pedestrian safety, particularly for people who are blind, as well as supporting a White Cane Safety Day event in Portland. A PAC member added that of the blind community members surveyed when writing the letter, 50 percent have had their white cane or guide dog hit, and 30 percent have been physically struck.

Michelle Marx shared the month's Vision Zero update:

- On June 7th, Aundrey Granville, age 22, died while driving at SE Mt. Scott Blvd near SE Knapp St.
- On June 20th, Addison Loda, age 22, died while walking after being struck by a MAX train on the 1700 block of SE Yamhill St. ***This traffic fatality is not included in Vision Zero's reporting because this crash did not involve a motor vehicle.***
- On June 22, Troy Calvin, age 37, died while biking after being struck by a vehicle at NE 16th Ave and NE Multnomah St.
- On July 6th, Saw Poe Tu, age 36, died while driving on SE Powell Blvd and SE 102nd Ave.
- On July 11th, Brian Johnston, age 57, died while driving on NE Glisan St at NE 158th Ave.
- On July 19th, Camile Bailey, age 34, and Udell Peterson, age 13, died while riding in a motor vehicle on NE Lombard St near NE 42nd Ave.

Zef Wagner from PBOT asked the PAC to write a letter in support of TGM grant funding for planning work along Sandy Boulevard. This would be a \$300K grant, and the planning study would likely begin in Fall 2021. Wagner mentioned that the Bicycle Advisory Committee drafted a letter and included language about the importance of supporting BIPOC communities. A PAC member volunteered to draft a letter from Wagner's template and add more PAC-specific language.

Michelle Marx informed the PAC that the City of Portland has pulled its support from ODOT's I-5 Rose Quarter project, in coalition with a letter of opposition written by Albina Vision. As such, ODOT will not be returning to the PAC to present their 30 percent project vision.

Marx also informed the PAC about pedestrian-related COVID response work, identifying locations across Portland where narrow, curb-tight sidewalks do not provide sufficient room for pedestrians to divert around each other or socially distance. Sidewalks need to be 12 feet wide to provide appropriate distance. PBOT has been looking closely at east Portland to create expanded walkways and repurpose on-street parking, as well as corridors in the Gateway and Montavilla neighborhoods where PBOT will provide expanded walkways using temporary materials like top curves and delineators. Marx mentioned that PBOT has also worked to identify crossing locations where people have to wait at walk signals as well as 10 "low-hanging fruit" intersections across east Portland where

PBOT can provide tactical painted curb extensions. Work orders have been developed for those intersections. Marx added that temporary tactical installations will hit the ground in east Portland very soon. The third part of PBOT's COVID response involves looking at transit station waiting areas; the first will be at 8th and Washington in Montavilla as a test case.

Marx mentioned that PAC members should let her or the committee chairs know if there are particular topics they would like to see covered in future meetings.

A member asked if Marx could discuss the City's current approach on the I-5 Rose Quarter project. Marx answered that she did not know and was due for a check-in with the project manager.

Another member asked how PBOT is doing outreach in the COVID era. Marx responded that there is no universal answer; it is determined on a project-by-project basis. For COVID-specific work, PBOT wanted to focus on east Portland, as other pieces of the COVID response work are application-driven, and the applications that have come in have been mostly west of 82nd Ave. PBOT is using the outreach done for PedPDX to identify high-need areas and will be putting together surveys after the fact to understand if people are happy with these installations, if they should be temporary or permanent, and if they should be expanded. More broadly, digital outreach is yielding more participation than in-person outreach. Marx concluded that there are still concerns about internet and technology access, but so far, project managers have been making it work.

6:30-6:50: PBOT Equity Matrix and Walking While Black (20 min)

Michelle Marx, PBOT Pedestrian Coordinator

In working on PedPDX, the citywide pedestrian plan to identify priorities, strategies, and actions for sidewalk investment, PBOT conducted a public survey and received approximately 5400 responses in multiple languages. PBOT compared the ratio of survey respondents to the proportion of the city population they make up according to census data. Responses were mostly proportional to population distributions, except for Portland's Black community. Only 2% of survey responses were from Black Portlanders, while they make up 6% of Portland's overall population. Irene Marion, PBOT Equity Manager, helped to create Walking While Black focus groups, which yielded different answers and feedback than PBOT had previously heard. Poor lighting was the overall highest concern and barrier to walking for Black Portlanders, where it ranked relatively low for other groups.

Marx explained that lighting is a concern for traffic safety, but also personal safety and security in the right of way, especially for Black Portlanders. As a response to this feedback, PedPDX included public safety, personal security, and lighting-based goals and actions.

A member asked if PBOT was able to also accommodate for the lack of participation by people with disabilities. Marx responded that PBOT held a focus group with members of the disability community driven by one member of a community advisory committee. Several PedPDX toolbox actions came directly from that focus group.

7:35-7:40: Break (5 min)

7:40-8:25: Vision Zero Updates (45 min)

Dana Dickman, PBOT Safety Section Manager

Dana Dickman mentioned that PBOT and Portland Police Bureau have been working together on crosswalk education for years, typically using a decoy walker to cross at a marked crosswalk and raise awareness about the legal requirement of drivers to stop for pedestrians. Police would sometimes give warnings, sometimes share information, and sometimes cite drivers depending on the interaction. However, Dickman mentioned that community members and the Commissioner's staff raised concerns about the equity impacts secondary violations, where someone pulled over for failing to yield at a crosswalk might also be cited for lack of insurance or a suspended license. Dickman added that recently, Oregon law changed so that people will no longer have their driver's licenses suspended for failure to pay a traffic fine. PBOT's intention with crosswalk education is to change behavior to increase safety.

Dickman explained that PBOT is engaging in a deeper conversation with the Portland Police Bureau about whether it is best to continue traffic safety education missions and give warnings, or only cite for a moving violation. She added that PPB felt strongly that only citing drivers for moving violations is a liability, if they see someone has a suspended license and lets them drive away. The Commissioner's office eventually felt the City could not resolve equity impacts under the existing system and asked PBOT to cease joint Vision Zero missions with police for crosswalk enforcement. Dickman concluded that the conversation continues to be how the City can address some of the equity impacts from PBOT's perspective. One way is through supporting legislative changes, one of which may be in the next legislative session and would remove the \$50 dollar fee for a payment plan.

A PAC member commented that it needs to be clear that citations and encounters are equity issues that should be minimized, but that crosswalk enforcement is still important. They added that it is worth thinking if that would be possible without stopping people at crosswalks, perhaps with a mass communication like a flier that would inform Portlanders of their responsibilities as a driver. Dickman added that just the interaction of being pulled over can raise stresses for Black Portlanders.

Another member commented that they understand these actions are intended to be educational, but they are not sure whether fliers accomplish that. They added that many people are not aware that drivers must stop at any crosswalk in Oregon, marked or unmarked, when a pedestrian is present. They mentioned that educational actions should not include discussions about insurance, licenses, or registration. Dickman responded that Portland Police are uncomfortable with differential enforcement, as in checking licenses or registrations of drivers that do one thing but not those of the drivers that do another. She added that this could lead to potential equity concerns, and so the conversation is not over. Dickman's goal is for these interactions to be solely educational, not punitive, to change behavior and improve safety.

Another member mentioned that people are breaking white cane laws on a regular basis on top of crosswalk violations, and that there is a general lack of awareness to these laws. Per the White Cane

letter mentioned at the beginning of the meeting, one idea is to have a sign made in collaboration with Vision Zero that details white cane laws.

A member mentioned they would like to see a proposal from PBOT for education and communication on important laws and requirements, including tangible actions to reach drivers. They encouraged PBOT not to use police in educational efforts.

Another member added that education is not generally effective on its own, but it can be effective as part of a broader campaign. They asked whether there is a way to pair education with higher-visibility engineering improvements in particularly problematic areas, adding that education might be fleeting if it is not backed up with engineering changes. They asked if PBOT had any data on the efficacy of daylighting, as it seems critical to improving visibility. Dickman responded that PBOT does not have data yet because daylighting has been focused on existing projects or specific requests, and there has not been a systemic evaluation yet. She added that much of the educational effort has been part of greater efforts, including outreach through community-based organizations, infrastructure changes, and speed limit reductions. Dickman noted that City Council has not looked favorably on major investments in education campaigns, and so it is important for community members to stress those campaigns' importance.

Another member emphasized that visibility is very hard, asking if the City could require enforcement of the vision triangle and clear out foliage that blocks sightlines.

Another member asked if Dickman had any information on street racing enforcement, noting that it goes on from 7:30 or 7 p.m. until 1 or 2 in the morning without much noticeable enforcement. Dickman answered that she knows Portland Police have street racing-specific missions, but she did not think they have many people enforcing it at in the current moment. She has heard of an uptick in street racing from Portland Police. Through street design, PBOT seeks to make streets less attractive for racing.

Members discussed the White Cane letter from earlier. Some members noted discomfort with language regarding enforcement, suggesting that the PAC write its own letter and use it as support for the Pedestrian Advocacy Coalition. The member who had helped write the original letter noted that they would be comfortable removing the language around enforcement, given the new understanding of enforcement in the right of way. Once the letter is updated, it will be sent to the PAC for feedback.

Dickman explained that right now, PBOT is building on equity-related work that has already been done. She added that PBOT recognizes it must be anti-racist, not just not racist. She said that unless PBOT is actively looking at how systems create disparities, it is potentially continuing existing harms. In the realm of traffic safety, Dickman noted it is crucial to expand the definitions of safety and responsibility to support people safely moving. Many community members' concerns around personal safety impact the transportation choices they make, especially Black Portlanders. Dickman added that to meet Vision Zero and climate goals, Portland cannot continue to see single-occupancy vehicle use rise, but it also cannot expect BIPOC community members to make choices that put themselves at

risk. Need to think beyond traditional traffic safety approach. She concluded that PBOT has been investing in long-term relationships with community-based organizations that have not traditionally had access to government, and the Bureau has been galvanized around anti-racist work.

Marx asked if Dickman would speak more on the community-building work PBOT is doing. Dickman responded that there are two aspects to that work, the first being a pot of funding that was intended as part of the COVID response work to engage with community organizations that are doing outreach and engagement with BIPOC communities. The longer-term part of the work is a community partnerships approach that Irene Marion, PBOT Equity Manager, has been working on, to create funding and engagement opportunities for community-based organizations outside of the existing framework, which requires specific certifications in order to contract with PBOT.

A member asked if Dickman had a specific example of what the community partnerships would look like. Dickman responded that they would be both incorporated into the existing community engagement processes and deepening direct connections with community-based organizations.

Another member asked if would be possible to contract non-profits to conduct educational efforts, as there seem to be legal barriers to direct educational efforts. Dickman responded that it would absolutely be possible, and PBOT often works with non-profit partners to do outreach in their specific communities.

Dickman then presented to the PAC on pedestrian safety. She noted that when PBOT looked at pedestrian crashes resulting in fatalities or serious injuries, they found that 71 percent occurred at intersections, and 44 percent occurred at signalized intersections specifically. Dickman added that adding signals and protective infrastructure take a lot of time and investment, and so she has been looking at quicker, less-expensive interventions to promote pedestrian safety. PBOT looked to peer cities with Vision Zero programs, building work like the left turn calming pilot program off of their examples.

In regards to the left turn calming pilot, PBOT is looking at several designs for street installations, variations on rubber bumps and wedges to prevent drivers from making left turns too sharply or quickly. Dickman noted that the impacts on turning speeds were small but potentially significant. Locations with “noses,” rubber pieces on the outside of crosswalks, are about 50 percent more effective. Dickman explained that even a 5 mph reduction mph can be the difference between a deadly and non-deadly crash. Further, locations in the pilot program saw centerline crosses nearly eliminated.

Dickman clarified that these installations are quicker-deployed changes while PBOT looks at larger-scale improvements to corridors. One issue with the installations is maintenance costs. Delineators are frequently displaced and/or knocked down, a concern especially while it is snowing. She noted that bumps have been mostly fine so far, and PBOT is looking at deploying them more widely throughout the city. Dickman added that there has been no formal survey collecting feedback on the

pilot program, but anecdotally, she has heard some positive reactions as well as some concerns from cyclists about hitting them. As a result, some installations were altered or removed where there were conflicts with bicyclists. Dickman feels that the pilot was a success.

In addition, Dickman shared the preliminary results from the residential street speed limit reduction to 20 mph. PBOT partnered with Portland State University to analyze the impacts of the reductions at approximately 60 locations, finding small reductions in overall speeds and 85th percentile speeds. PBOT's intent is that the speeds people are driving at will continue to go down, particularly on streets with posted speeds over 30 mph.

A member mentioned they had heard reports of people driving faster early into Portland's COVID response, asking if that may have affected the data. Dickman responded that the data was collected pre-COVID. The member also asked what the timeline is for additional speed reductions. Dickman answered that PBOT still has to ask the state to change existing orders on posted speeds. PBOT's Vision Zero team is systematically looking through almost all streets and looking at bringing down everything to 30 or below. If a street is already posted at 25, PBOT is looking at the land use mix and whether or not there are other protections in place.

Another member commented they were excited to see the left turn pilot program rolled out on a wider basis. They mentioned noticing that when cars make left turns with the bumps in place, it seemed as if they almost had to come into the second lane, asking if there is any concern about insufficient room for turning vehicles. Dickman responded that there was discussion about that as well as concerns from police. In most cases, she noted, drivers should be travelling at speeds at which they can safely make those turns. If not, they are probably not exercising the appropriate amount of caution on the road.

8:25-8:30: Public Comment (5 min)

The attendee representing the Pedestrian Advisory Coalition mentioned they hope that as the conversation continues, people will continue to use the Coalition to make a difference.

Meeting adjourned.

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